

## Implementing the TIP

**P**rojects included in the Transportation Improvement Program have been reviewed by MCDOT management staff, recommended by the Transportation Advisory Board (TAB) and approved by the Board of Supervisors (BOS). When each project is included in the MCDOT TIP, it is transferred to the Project Management and Construction Division where a team headed by an experienced project manager takes over. Team composition varies with the project's scope and complexity. The project manager is responsible for the project from its initial phase through final construction.

The Development Phase of a project typically includes a preliminary design in the form of a Design Concept Report (DCR) and then a final design. Partnering agreements are normally finalized during the DCR stage of the project. The DCR, final design, and all intergovernmental agreements must be completed before a project can be recommended to the TAB and Board of Supervisors for construction. Affected utility companies, adjoining municipalities and all project partners are provided copies of the preliminary plans for review and comment.

When the DCR is completed, it is evaluated and ranked against all other DCRs for consideration to continue on to design. The objective ranking system is used as a guide in recommending the best projects to the TAB and BOS. A public involvement plan ensures that input from County residents is obtained and considered as part of the DCR engineering process.

Usually, a project is designed only after a

DCR is completed. Occasionally a project will be designed but not immediately scheduled for construction. This creates a project that can later be scheduled for construction to take advantage of increased revenues or schedule slippage by other projects. However, in most cases, a project will be considered for construction as its design plans near completion.

When the final design is complete, the Construction Phase of the project begins. The Construction Phase involves right-of-way acquisition, archaeology, utility relocation and actual construction. The Public Works Land and Right-of-Way Division acquires the needed land from neighboring property owners. Obtaining right-of-way is a vital step in the construction process. MCDOT can only build on property owned by the County or that the County has legal access to through easements.

The Public Works Land and Right-of-Way Division handles all appraisals, real property title services, relocations and negotiations with property owners and courts. As the final project design is



**Bush Highway**

## Implementing the TIP (continued)

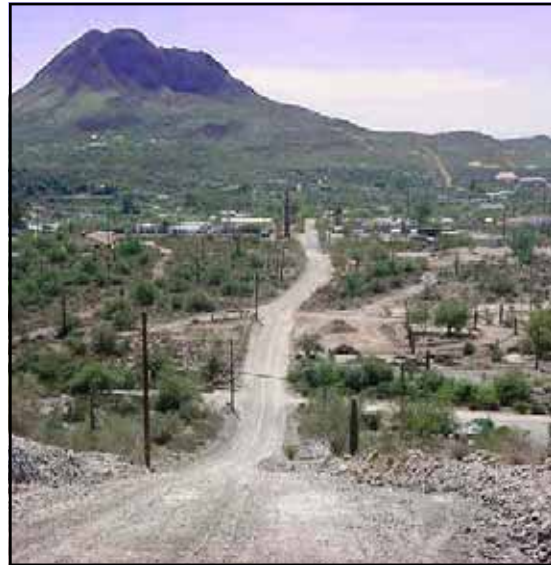
worked out, public involvement is sought again, usually at a local public meeting.

Once construction begins, the project manager shares the responsibility for the project with the MCDOT construction manager. Each team member is responsible for completing assigned tasks on schedule and within budget.

When the final plans and specifications are completed, construction bids are solicited from potential contractors. The typical procurement process requires MCDOT to use an open and competitive bidding process to award projects. In most circumstances, the County must accept the lowest, most responsible bidder.

MCDOT is also investigating alternative project delivery methods such as construction manager at risk or design build, that may allow a project to be constructed faster than using more conventional design/bid/build method.

Maricopa County personnel provide construction quality control inspections of all materials and processes to ensure the project is constructed to the contract specifications. Upon completion of the project, a one-year warranty period begins to ensure the completed project was built as intended and will withstand the Arizona environment.



**Coyote Pass**



**Tempe Canal Bridge**



**Power Road & Rittenhouse Road**